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Union Cycle Mfg. Co.

MANUFACTURERS OF

"UNION" BICYCLES

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The Matthews-Northrup Company,
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7-3450

FOR '95.

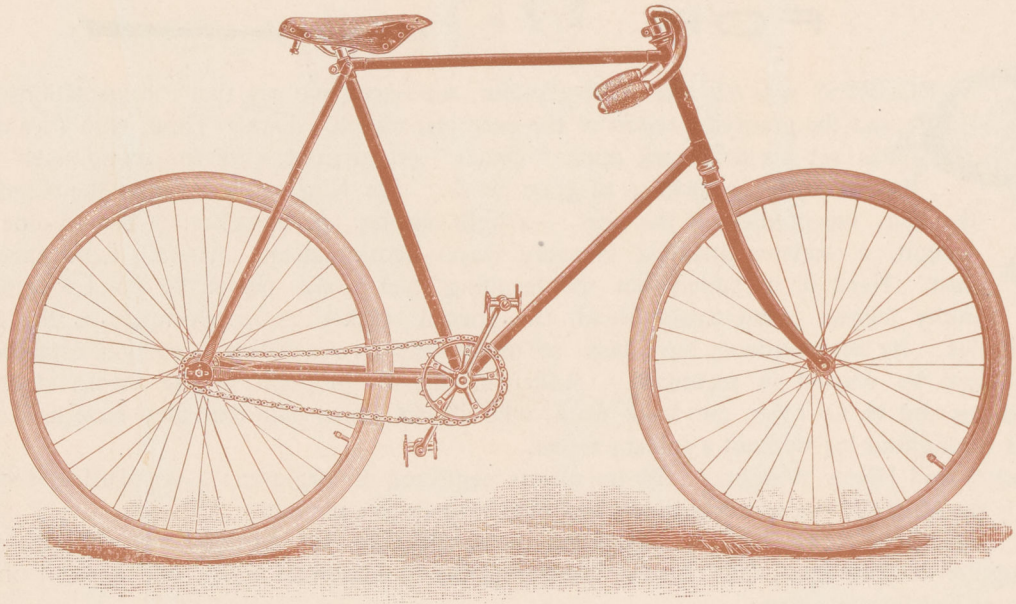
PROGRESS was our aim in Ninety-four, then need we say that "Expectations realized" was the gratifying report of the year just closed. Father Time, who tries all things, has set his hall-mark upon "Union" productions, until the name itself has now the assuring significance of good work. For Ninety-five? First the Crackajack—the star, we predict, of the year,—a light, strong, speedy wheel of twenty-one pounds' weight, a roadster qualified in every way,—workmanship, material, experience, all the best. Need it be added that the resulting flyer is also personally good looking, and a healthy fellow. That trusty friend, the Special, makes its reappearance as the Improved Special for '95. Its achievements have been so many, and its reputation is so well established, that no time need be wasted in repetition. Sufficient, indeed, to point to the sworn statements of W. C. Sanger and H. C. Tyler, our track team, who declare under oath that they have used the same machines throughout '94 without a solitary repair.

Tourists and Heavy Weights? By no means neglected or forgotten; a standard of security and comfort is the Model A—a true and trusty mount at twenty-five pounds.

The Ladies? No, we have not forgotten them, although we do not herein describe what we have designed for their use. Our circular, illustrating the '95 Union for ladies, will be sent on application or furnished by our agents.

In conclusion, we would present to the votaries of the track, the lovers of the road, our Agents and well wishers, wherever they may be, our hearty thanks for the good they have done us in the past; the future has no shadows for us, still your friendly aid in '95 is our warmest desire.

THE UNION CYCLE MFG. CO.,
239-243 Columbus Avenue, BOSTON, MASS.



CRACKAJACK.

Standard Height, 24 inches. Price, $100.00.

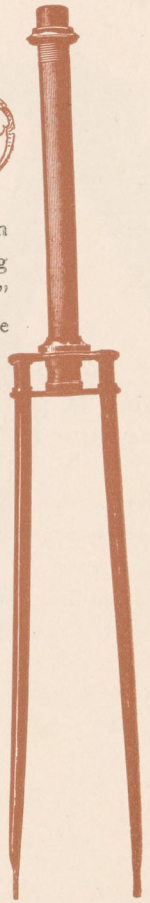
THE UNION CRACKAJACK.

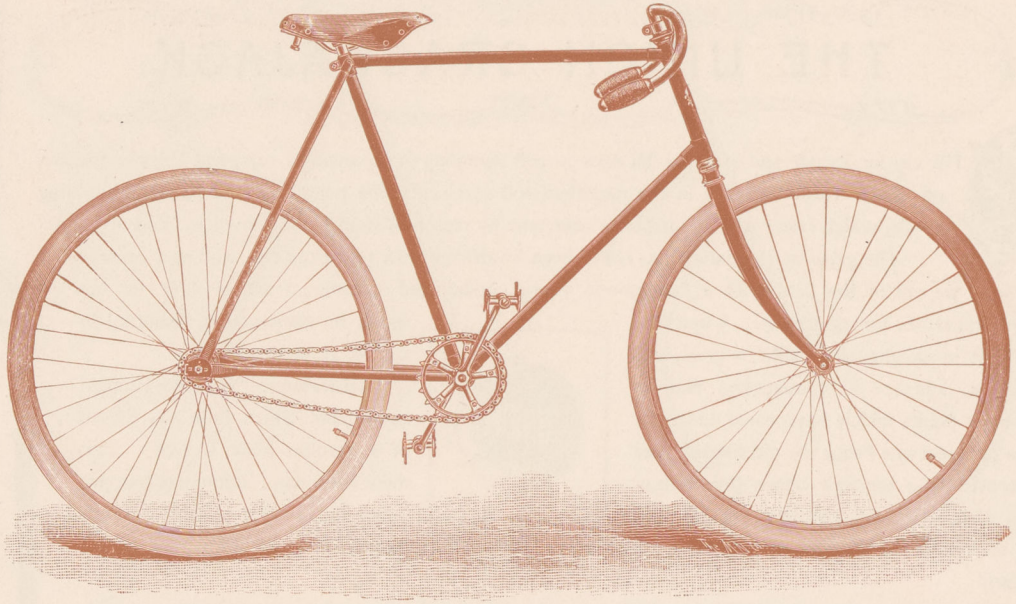
THE cry for lighter and stronger bicycles is still sounding in the maker's ears, and the construction of reliable road machines in the neighborhood of twenty-one pounds is sure to be a stumbling block, which many will be unable to overcome by reason of simply not knowing "how to do it."

The grass of stagnation has never been known to grow under our feet, and as a consequence we are in the field with a twenty-one pound, guaranteed roadster, a wheel built for the general public for regular use. A machine sound in construction, beautiful in appearance, light in weight, reasonable in price, and fast as an Arab's steed.

It shows an advance in construction and in original features. We have adopted some meritorious points which have come under our notice, and which time has proved valuable, the principal one being the old English idea of a Double Fork Crown. This method of constructing the fork crown from two or more sheet steel stampings has two most desired elements in it, namely, strength and lightness, and we predict that this system will eventually be adopted by all makers who are willing to acknowledge a good thing when proof has been given.

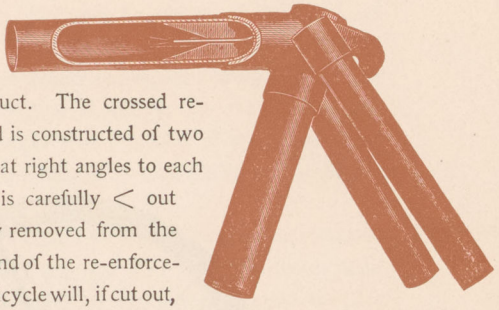
Instead of two, we use three pieces of cold rolled 14 gauge sheet steel in the construction of our '95 crowns. These have shoulders so arranged that they give the greatest possible brazing surface, thereby securing an effective joint, and at the same time doing away with the tendency which this method has in improperly constructed machines, to cut the side tubes at their junction with the lower plate. The upper plate is nickeled, and covers the fork tube tops completely, leaving a smooth surface.



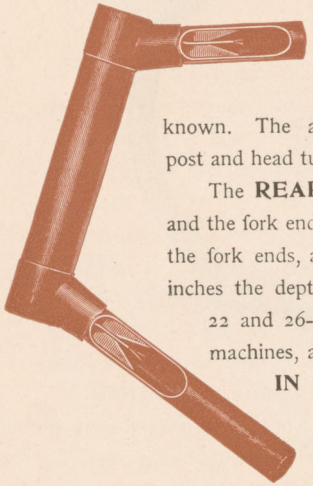


CRACKAJACK.

Low Frame, 22 inches. Price, $100.00.

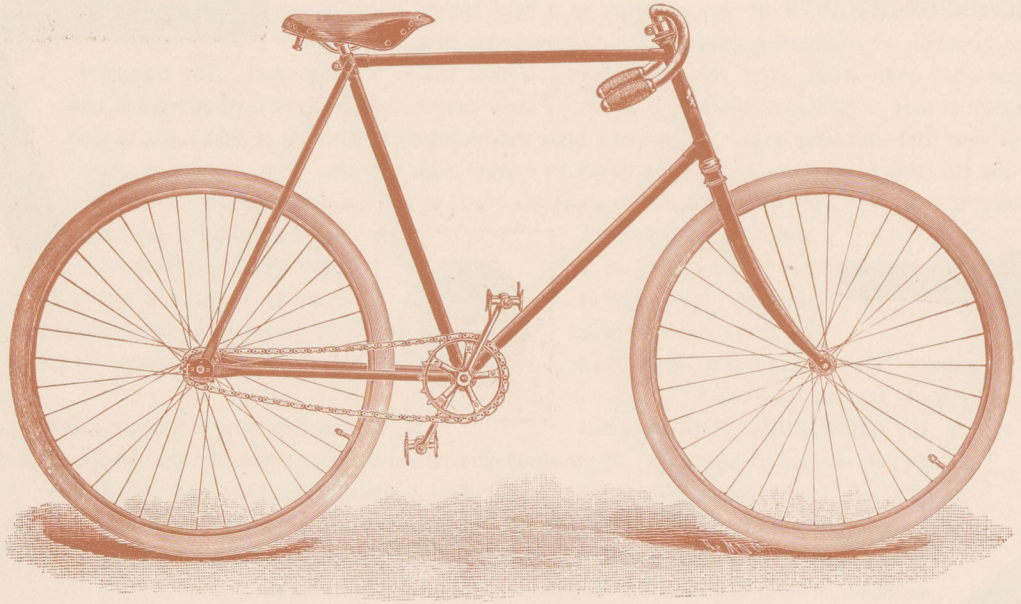


RE-ENFORCEMENTS are very necessary on a light bicycle, and will be used as heretofore in constructing UNION frames, thereby giving them that sturdy resistance when under strain, which has always been a marked feature of our product. The crossed re-enforcement as used on Union frames solely, is known as the "patent X-clusive" and is constructed of two plates of sheet steel with offset edges. These plates being slotted, exactly fit when set at right angles to each other, and the offset edges allow the necessary surface for brazing inside the tube. It is carefully < out or relieved, to ensure the strain being carried throughout the machine, and not merely removed from the termination of the forgings to the end of the re-enforcement. Any joint on a UNION bicycle will, if cut out, show the re-enforcement as firmly seated as if part of the tube itself. This system of cross feathering has absolutely no disadvantage and is the strongest known. The accompanying illustrations show the re-enforcements in position at the saddle post and head tube respectively.



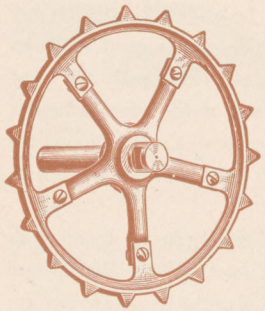
The **REAR FORK TUBES** are flattened to allow of a close construction of the rear parts, and the fork ends are of forged steel. Our method of adjusting the chain serves also the purpose of a clamp to re-enforce the fork ends, and by binding them together makes them practically one piece and unbreakable. We have made 24 inches the depth of our standard frame, this size being found to suit the great majority of riders. We shall also build 22 and 26-inch frames for short or tall riders; the length of steering head will be eight inches on the standard machines, and will be increased or diminished on deeper or shorter frames.

IN GEARING, figures are steadily climbing upward, and we see a demand ahead for gears as high as 80 inches for track and fast road work. Our range, therefore, will be from 60 to 80 inches.



CRACKAJACK.

For Tall Riders; height 26 inches. Price, $100.00.

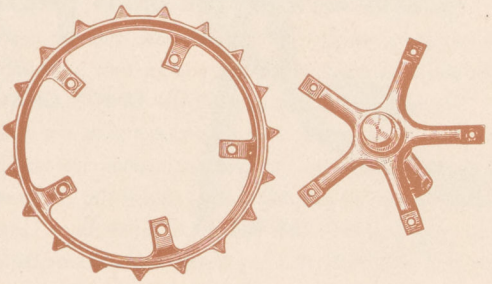


THE SPROCKETS are both easily detachable, the rear ones by means of right and left threads, and the front one by use of bolts and nuts. The Detachable Sprocket is of immense advantage to the racing man, and often relieves him of the necessity of keeping a special machine for racing; it also allows the rider, at a small expense, the privilege of finding out what gear is best suited to his individual strength. It should be carefully noted that the arms of this sprocket are threaded, and the inside nuts simply act as locks. No attempt should be made, therefore, to tighten the screws with these nuts.

The **PERRY ¼-INCH PEN STEEL BUSHED CHAIN,** with hardened blocks and polished sides, is used. For simplicity, invariable accuracy of pitch, and lack of stretch, this chain stands alone.

TIRES are always the deepest concern of the manufacturer. It is not only the most expensive chain on the market, but it is also the best. must of necessity be reasonably satisfactory, but if the tire be a good one the results fall to the lot of both rider and maker. Every care poor, there is truly no end to the trouble which may not fail in the greatest of all tests-service. For the must be taken, therefore, to obtain a tire which will far above that of any other attribute. If very light, average rider the quality of durability should be rated to wear quickly and puncture easily. One tire alone has the tire is probably resilient and speedy, but also prone Wright to all patterns of Unions for 1895 we merely follow the light of experience. No tire ever supplied on our wheels has given as great satisfaction and little trouble as this justly celebrated make, and we freely acknowledge the truth of the phrase which runs: "Morgan & Wright Tires are good tires."

worn to our satisfaction, and in fitting the Morgan &



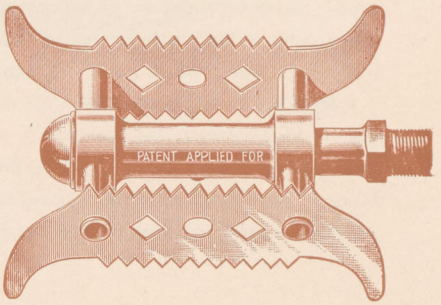
RIMS. It is perhaps late in the day to remark that the wood rim is a positive improvement, and has come to stay. Those we use are selected by us after years of experience and careful investigation. We realize that the rim is one of the vital parts of the bicycle, and consequently have spared neither pains nor expense to secure what we consider to be positively the best.

The **UNION RECORD PEDAL,** lightened and beautified, will be fitted to our entire line. This pedal is now so favorably known throughout the country that we need not describe it in detail. Suffice it to say, that it has been one of the great successes of 1894, by reason of its immense strength, extreme lightness and great durability. The cases of breakages, even under the most trying circumstances, have been practically nil, and where damage has resulted from accident it has been, at the worst, a broken blade, replaced at a small cost. With perfectly parallel bearings, center barrel and arms in one piece (forged with a single drop of the hammer), and no possibility of ever altering the alignment of its ball races, need it be claimed for this pedal that it is without an equal, or that it will be found to give unqualified satisfaction wherever used?

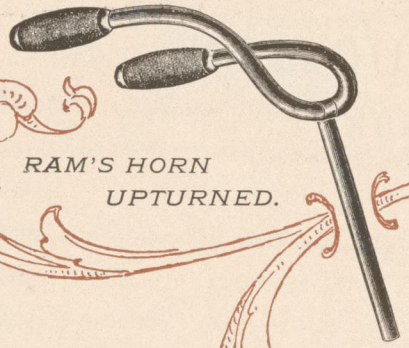
The matter of weight has been viewed from all its standpoints, and we consider that which we build amply strong to meet all requirements of careful road use, at the same time making the wheel a very desirable one for track and road racing. Racing men have come to the conclusion that it is not always the feather weight bicycle which carries its rider to victory; there are other elements which are especially conducive to speed — these are ease of steering when under high speed, and rigidity, which sustains the great pressure used in sprinting or starting, on occasions where the speed must be instantly attained or increased. That so few have attempted to lower **TYLER'S STANDING START RECORDS** can be set down to the fact that many racing wheels used for record purposes were so weak in the rear, that to have put the necessary strain on the machine at the start would have been to court disaster.

The **STRENGTH OF THE UNION SPECIAL** will be retained in the **UNION CRACKAJACK,** by using the well-braced, large diameter tubing and close running gearings. These points have proved their worth over and over again, and are now inseparable from **UNION** wheels.

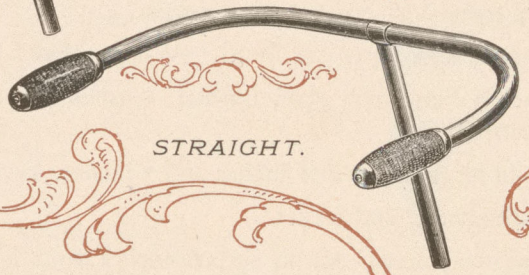
We desire to say that riders of the **UNION CRACKAJACK** must recognize in it a fine piece of machinery, built for and suited to fair and square usage and guaranteed for such. Race horses are not used for hauling ice wagons, nor must a twenty-one pound bicycle be used for jumping curbs. Give it the use for which it is intended, and, in return, it will give you the fullest measure of satisfaction. We append the details of construction, and would say that any further explanations desired will be gladly furnished.



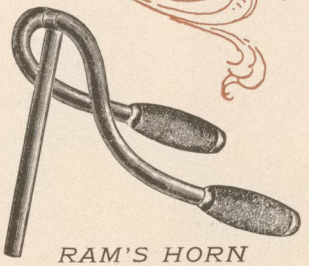
A Page of Handle Bars.



RAM'S HORN UPTURNED.



STRAIGHT.



RAM'S HORN DROPPED.

DETAILS OF CONSTRUCTION.

1895 UNION CRACKAJACK.

Axles and Screws. Gun Screw Stock. Hardened.

Balls. Steering head and front hub, $\frac{3}{16}$-inch ; Crank hanger, $\frac{5}{16}$-inch ; rear hub, $\frac{1}{4}$-inch. Manufactured by Simonds Rolling Machine Company.

Bearings. Tool steel, dust-proof, Union pattern.

Brake. Detachable, spoon pattern, front. (When ordered.)

Chain. $\frac{1}{4}$-inch Perry pen steel bushed, hardened blocks, polished sides. Union rear adjustment.

Cranks. Solid forged steel, 6½ inches and 7 inches, keyed to axle.

Finish. Black enamel and nickel.

Frame. Humber pattern, 26, 24 and 22 inches deep. All joints re-enforced with our patented X-clusive re-enforcement.

Front Fork. Crown triple thickness, 14 gauge cold rolled sheet steel ; side tubes, $\frac{7}{8}$-inch in diameter, 20 gauge, scabbard shape.

Front Sprocket. Steel forging made to accommodate interchangeable toothed rings, for easy change of gear.

DETAILS OF CONSTRUCTION.—*Continued.*

Gearing. 60 inches to 80 inches, inclusive.

Handlebar. Adjustable, 16-inch spread ; upward or downward curve.

Hubs. Forged steel, regular Union pattern.

Pedals. Union "Record." (See cut.)

Rims Wood, best procurable.

Rear Sprocket. Attached by right-hand thread and locked with left-hand collar.

Spokes. Swaged, special wire, nickeled.

Saddle. Union "Special."

Saddle Post. T pattern, tubular.

Tires. Morgan & Wright.

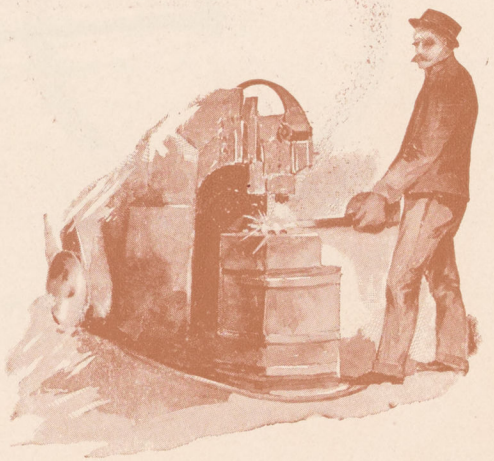
Tread. Length of crank axle, 5⅜ inches.

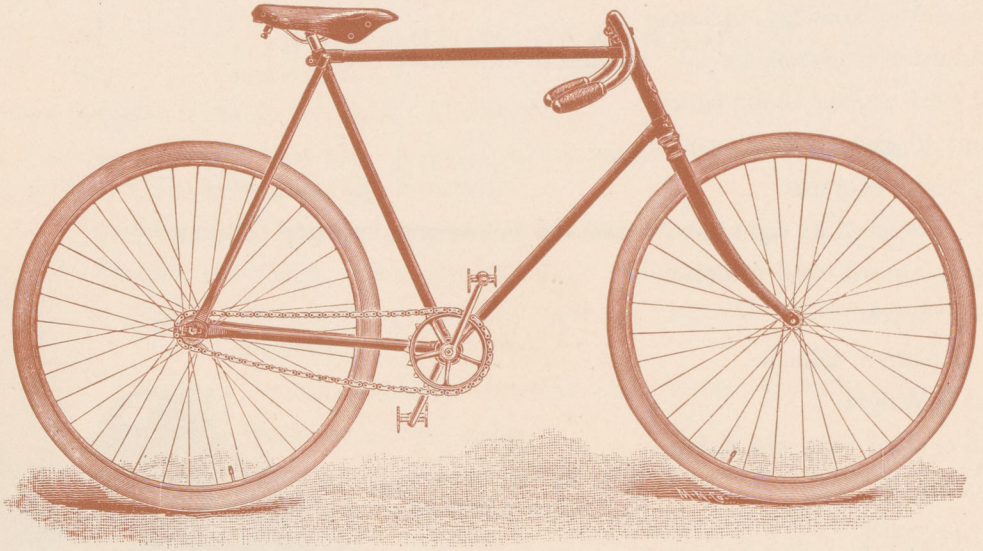
Wheels. 28 inches.

Wheel Base. 44 inches.

Weight. 21 pounds.

NOTE.—Brake, coasters and step will be fitted to this model only when specified on order. If subsequently required, will be charged for.





IMPROVED SPECIAL.

Price, $125.00.

THE IMPROVED SPECIAL.

WHEREVER racing matters are discussed, and Tyler or Sanger mentioned, the name of UNION looms up in the mind's horizon. These celebrated wheelmen and the wheels they ride are indivisible.

It was upon the UNION SPECIAL of 1894 that Tyler ran up a list of Records, which proved him the best man against time the world has ever seen. His wonderful success on No. 10015, a regular stock wheel, is worthy of comment, in that he used but this one wheel during the entire season in his racing and record work. The same pattern of wheel, No. 10064, was also ridden by W. C. Sanger, the Milwaukee giant, throughout the racing season, and barring an accident at Cleveland, O., caused by running off the track and into a guy rope and breaking a wood rim, no defect or trouble of any kind occurred, nor was any sort of complaint made. Both steered their Union Specials through many a scurrying bunch of riders, and crossed the tape winners with a regularity which spoke volumes for the exceptional quality of their mounts. The value of Sanger's winnings on the track, in prizes alone, made a grand total of $10,000.00, and Tyler was but little behind him, while Tyler's list of World's Records, at this writing, comprises new time for twenty-three distinct events.

It is easy to build a light bicycle. It is impossible to build a light bicycle STRONG unless the builder has had experience. This we claim to possess in the highest degree, having made a study for years of reducing weights, while still retaining strength.

That twenty-pound wheels could be constructed to carry two such heavy weights as Tyler and Sanger throughout the hardest riding season ever experienced seems well nigh incredible, yet such is the case, and No. 10064 and No. 10015 are existing proofs of our statement. To satisfy any doubters, we subjoin the affidavits of both riders.

COMMONWEALTH OF MASSACHUSETTS, }
MIDDLESEX, } ss.

KNOW ALL MEN BY THESE PRESENTS, that on the eighth day of October, A. D. 1894, personally appeared before me, a Notary Public in and for said County and Commonwealth, Harry C. Tyler, of the Springfield Bicycle Club, of Springfield, in said Commonwealth of Massachusetts, and made oath that he has used the Union Special No. 10015 for the season of 1894 without a change or breakage.

(Signed), HARRY C. TYLER.

WALTHAM, MASS., October 8, 1894.

Subscribed and sworn to, this eighth day of October, 1894, before me.

(Signed), ROBERT M. STARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS, }
MIDDLESEX, } ss.

KNOW ALL MEN BY THESE PRESENTS, that on the eighth day of October, A. D. 1894, personally appeared before me, a Notary Public in and for said County and Commonwealth, Walter C. Sanger, of the Springfield Bicycle Club, of Springfield, in said Commonwealth of Massachusetts, and made oath that he has used the Union Special No. 10064 for the season of 1894, without a change or breakage, with the exception of a broken rim, caused by running off the track at Cleveland, Ohio, on July the 21st, 1894.

(Signed), WALTER C. SANGER.

WALTHAM, MASS., October 8, 1894.

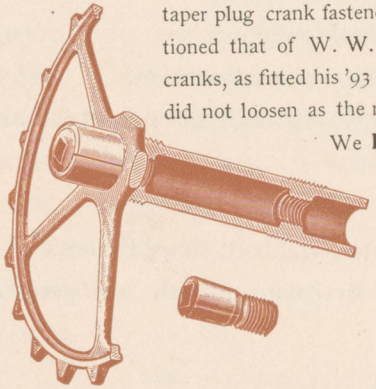
Subscribed and sworn to, this eighth day of October, 1894, before me.

(Signed), ROBERT M. STARK,
Notary Public.

WE DOUBT IF ANY existing rider or manufacturer can produce such evidence as this, and when we recall the numerous cases of collapse in other light machines which have been witnessed on the '94 race track, it gives us the fullest confidence in recommending the **UNION SPECIAL** for track racing against the lightest racing wheel ever constructed.

The advantage of a large diameter of tube is now so well known that it needs no explanation; we will simply say that weight for weight it is stronger than small gauge, but we make safety doubly sure by the use of the X-clusive re-enforcement, which braces the joints on the inside in a peculiarly effective manner. The cranks are of forged steel, drilled out for lightness and keyed to the axle by means of a hollow tapered key, which, being inserted in the tubular split axle, spreads the end of it inside the crank socket until an immovable fit is obtained. The simplicity, neatness and security of this method will be understood at a glance.

The hollow crank (illustrated in section on the right) shows the threaded shoulder into which the "Record" pedal snugly screws. Among the many flattering testimonials given the taper plug crank fastener (as shown on the left of the page) may be mentioned that of W. W. Windle, the famous rider, who stated that the pair of cranks, as fitted his '93 special, were the only ones he had ever ridden which did not loosen as the racing season advanced.



We **BRAZE** the sprocket to the crank axle, as by so doing a saving in weight is effected; the several different sprockets we make will allow a range of gearing from 63 to 80. The tread is 5¼ inches.

No one can desire a better racing pedal than the Union "Record," which we fit to this wheel; it attaches to the crank with a right thread to left side, and vice versa, and there being no nut on the inside contributes to the narrow tread without affecting the strength or rigidity of the machine. These pedals, when put on properly, **NEVER LOOSEN.** The rear sprocket fastens with a right thread and is backed by a left threaded collar, securing it against any possibility of loosening when back pedaling. The full list of specifications follows, and where any additional information is desired it will be gladly furnished by us.

DETAILS OF CONSTRUCTION.

IMPROVED SPECIAL.

Axles and Screws. Gun screw stock. Hardened.

Balls. Steering head and front hub, $\frac{3}{16}$; crank hanger and rear hub, $\frac{5}{16}$. Simonds.

Bearings. Tool steel, dust-proof, Union pattern.

Chain. Perry. ¼-inch. Best. Union rear adjustment.

Cranks. Forged steel, drilled, hollow, 6¼-inch throw, attached to axle with internal key.

Finish. Black enamel and nickel.

Front Fork. Crown, triple thickness. Weldless steel scabbard-shaped tubes.

Frame. Humber pattern, 26, 25 and 24 inches. Re-enforced with our patented X-clusive re-enforcement.

Gearing. 63 to 80 inclusive.

DETAILS OF CONSTRUCTION.—*Continued.*

Handle Bar. Adjustable for height, dropped or flat; curved.

Hubs. Forged steel, regular Union pattern.

Pedals. Union "Record" pattern.

Rims. Wood, for 1½-inch tires.

Rear Sprocket. Attached by right-hand thread and locked with left-hand collar, 7 and 8 teeth.

Spokes. Swaged Special wire, nickeled.

Saddle. Union Special.

Saddle Post. T pattern, tubular.

Tires. M. & W. S-2 or 1½ Road Racer.

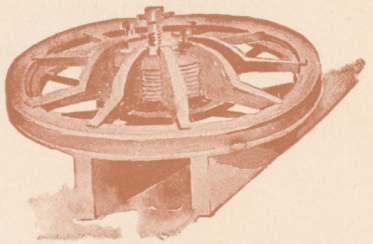
Tread. Length of crank axle, 5¼ inches.

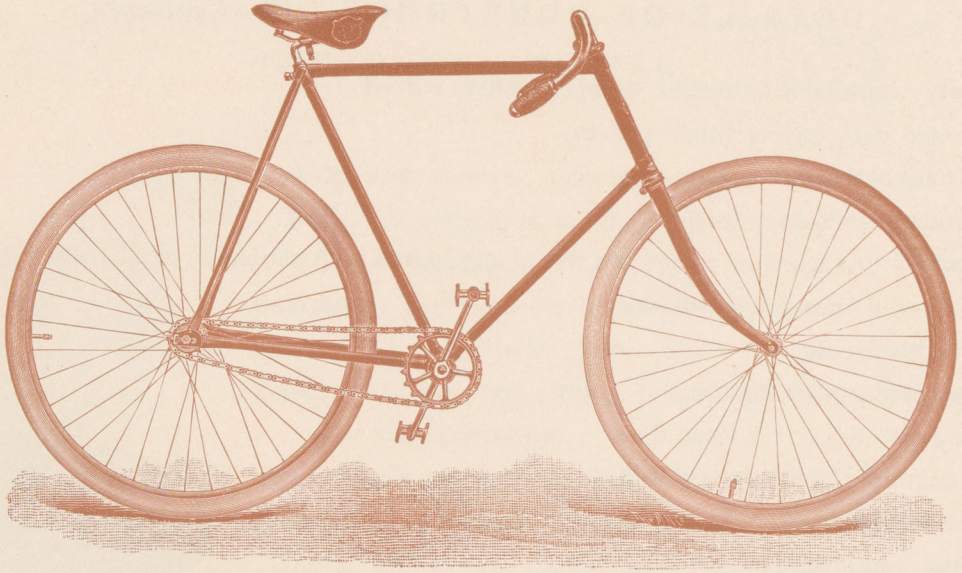
Wheels. 28 inches.

Wheel Base. 44 inches.

Weight. 21 pounds.

NOTE.— This model is not fitted with brake, coasters or step.





MODEL A.

Price, $100.00.

SPECIFICATIONS OF MODEL A.

25-POUND ROADSTER.

THE Union Model A is primarily designed for heavy weights. Being constructed on the finest lines, and by reason of its great strength, it will be found suitable for use under the most exceptional conditions of riding. All parts are made with the same care as on our lighter machine, and we give it the broadest possible guarantee.

Axles and Screws. Gun-screw stock throughout, hardened.

Balls. Simonds Rolling Machine Company's, gauged with micrometer to $\frac{1}{4000}$ inch, 46, $\frac{3}{16}$ to head; 22, $\frac{3}{16}$ to front hub; 28, $\frac{5}{16}$ to front sprocket bearing; 18, $\frac{5}{16}$ to rear hub; 28, $\frac{1}{8}$ to each pedal, 14 a side.

Bearings. Tool steel, dust-proof, with ball-retaining bushings.

Brake. Direct plunger, detachable, spoon pattern, light and neat. When ordered.

Chain. Humber pattern, block $\frac{5}{16}$ inch; adjustment, forged steel; screw, operating in fork end.

Cranks. Round, tapered forgings, toughened; 6½ and 7-inch lengths, keyed to axle.

Coasters. Adjustable, sheet steel, clamping to fork tube.

Finish. Union Superb, nickel and black enamel.

Frame. Humber pattern, 22 inches deep; weldless steel tubing.

Front Fork. Weldless steel tubing with nickeled forged steel crown.

Front Sprocket. Forged steel, left-hand thread, screwed on and keyed to axle. Three sizes: 17 teeth, 60 gear; 18 teeth, 63 gear; 19 teeth, 66½ gear.

SPECIFICATIONS OF MODEL A.—*Continued.*

Handle Bar. Adjustable for height, double curve ; 16 and 18 gauge tubes ; cork grips, 20 inches between ends.

Hubs. Steel forgings with removable ball track to rear hub, and ball-retaining bushings for easy removal of balls.

Nipples. Hard aluminum bronze.

Pedals. Union "Record" rat trap. Barrel and arms forged in one piece ; detachable rubber foot pieces.

Rims. Wood ; best procurable.

Rear Sprocket. Detachable, forged steel, eight teeth ; screwed to hub and secured with four screws.

Spokes. 32 to front, 36 to rear wheel ; tangent, tied at crossing. Music wire steel, swaged down to smallest gauge consistent with strength ; headed and threaded on original stock.

Saddle. Union Special.

Saddle Post. Spring steel, bent cold and turned forward or backward.

Steering Head. Nine and one half inches.

Tires. Morgan & Wright.

Tread. (*i. e.*, from end to end of crank axle), six inches.

Wheels. 28 inches.

Wheel Base. 44 inches.

Weight. 25 pounds, stripped.

NOTE.—Brake, Coasters and Step will be fitted to this model only when specified on order. If subsequently required, will be charged for.

Guarantee.

We guarantee all Union bicycles to be free from imperfections in material or construction, and will make good at any time within one year after purchase, any defects in them not caused by use or misuse. When such defects are claimed, the parts must be sent either to our factory or the agent in whose territory the owner resides, for examination.

All claims should be made through the agent from whom the machine was purchased, and the factory numbers must be intact.

New Union Bicycles should be purchased of our regular agents or direct from us, thereby assuring prompt and careful attention.

Union Cycle Mfg Co.

Note.—This guarantee does not include any form of pneumatic tire which we may use. We shall purchase from reliable manufacturers only, who will fully warrant their goods, and shall enclose a copy of their guarantee with every bicycle sold. Copies of tire guarantees will be found appended to bicycle specifications.

ON TIRES.

WE SHALL use those Tires on '95 Unions which, in our judgment, will give riders the best satisfaction. The tire, being such a vital part of the bicycle, we have to select with care, as a defect in this part may mean damage or destruction to the bicycle. For this reason we feel that the tire manufacturers owe us their best possible efforts, as it is a notorious fact that good bicycles are often condemned because of bad tires. The guarantee inserted herein is furnished by the makers, and we simply transfer it to the purchaser, who must, whenever free work on the tires is claimed, make a direct demand on the manufacturer of the tire, and not on us. We ask this not only as a means of saving time, but the fact of our not being makers of tires renders it impossible for us to deal with some of the cases of complaint which are brought under our notice. We also wish to point out that the guarantee does not apply in cases where light tires are **WORN OUT** by excessive use, and in no case will such tires be replaced free of cost. The rider of a light tire, takes the matter of wear into his own hands, and while defects will still be looked after by the manufacturer, if the rider chooses to put a racing tire to road use, he must pay the piper.

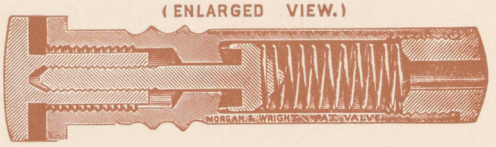
MORGAN & WRIGHT.

WE SHALL continue in 1895 our custom of repairing all tires of our manufacture free of charge. We shall replace defective parts *when, in our judgment*, the defect is from our fault. *In no case* will we replace when worn out in service or injured by accident.

Make your request direct to us, and not through the makers of your wheel.

Express charges on tires must be *prepaid in every instance*. If return by mail is desired, postage at the rate of one cent per ounce must come with request for repairs. Do not send the wheel with the tire. See that every package sent has *your address securely fastened to package*. Before sending to us kindly attempt the repair yourself, so that our efforts may be directed to assist those really in need. It is a good idea for riders to buy an extra inner tube complete with valve, and keep same ready for use. The small expense will save delay and insure many a pleasant day's sport. Any Pneumatic Tire ever made, or to be made, will undoubtedly some time need repairs, and will ultimately wear out in service. Don't forget this when reading advertisements. All genuine Morgan & Wright tires have the firm name and the patent dates in raised letters on the side, all others are imitations or infringements, and the public *is warned* against them. The Morgan & Wright tires are made upon honor, of the very best materials obtainable in the world. They have proved during the past three years to be far the most durable tires ever produced, and have to their credit more hard fought road records and extraordinarily long rides than all other makes put together. During the past season one rider has covered over 10,000 miles, another 8,900 miles, another 6,000 miles, only one pair of tires being used in each case, and the 6,000 miles being accomplished by a rider weighing 179 pounds, using a 27-pound wheel, fitted with Morgan & Wright road racing tires.

VALVE.
(ENLARGED VIEW.)



(Signed) MORGAN & WRIGHT,
West Lake Street, CHICAGO, ILL.

Repairs

SEND all parts of bicycles needing repairs to 239 Columbus Avenue, Boston, Mass.

If free repairs are claimed under our guarantee, our attention must be drawn to the claim by the sender when the wheel is shipped, as we cannot make allowance on claims of this nature after the work is completed and charged.

Submit all claims, if possible, through the Union Agent of whom the machine was purchased.

When forwarding parts as above, attach a tag properly addressed for returning the part or parts by mail or express.

Tires to be repaired or replaced must be forwarded to the tire manufacturer, express paid, when free repairing or replacing is claimed, and not to us.

PLEASE NOTE.

TERMS: net cash with order.

Goods will be sent C. O. D. when order is sent through the agent of any recognized Express Company, and indorsed by him, or when a sufficient remittance accompanies order to pay express charges both ways.

All cash in excess of value of goods ordered will be returned.

When ordering, state explicitly how goods are to be sent.

Shipments made F. O. B. at factory or Boston office. We take no risk whatever beyond these points.

Highlandville, Mass., is situated on the Woonsocket Branch of the N. Y. & N. E. R. R., and is eleven miles from Boston, via B. & A. R. R.

Sender pays all charges connected with returning for repairs or replacing parts, and all estimates for repairs are made exclusive of freightage, expressage, or mailing.

When mailing parts, our responsibility ceases at the post-office.

Prices in this list displace all previous figures, and no reduction whatever will be made.

All complaints regarding bicycles must be made through the agent from whom the wheel was purchased, as he will be better able to place the case before us.

Before returning machines for repairs, write to office for instructions, stating the trouble.

No parts of bicycles sent for repair will be received unless prepaid.

All business correspondence must be addressed to the Company.

BICYCLE ACCESSORIES.

Bicycle stands.
Bells, new departure, the leading light weights.
Brush tool.
Cement, tire, for applying tires to rims.
Cement, rubber for patching.
Chain lubricant, hot stuff, the best.
Cyclometers.
Detachable shoe cleats.
Enamel, quick drying.
Graphite, cycle chain.
Hose.
Hose supporters.
Lamps in great variety.
Locks.
Luggage carriers, Lamson's.
Nipple grips, stay-there.
Oilers.
Oils, illuminating.
Oils, Red Star solid illuminant.
Oils, lubricating.
Pumps, Shurtleff line.
Pant guards.
Sweaters.
Spoke grips.
Tire tape.
Toe clips.
Whistles.
Wrenches.

M K CO
BUFFALO

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Union 1894 Team.